



**3500 South, Bangerter Highway to 2700 West**  
**More Lanes, More Options**  
*Frequently Asked Questions*

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**Project Purpose and Features**

**Q: Why is the project needed?**

A: A state environmental study concluded that improvements addressing traffic congestion and safety are needed on 3500 South between Bangerter Highway and Decker Lake Drive. For a copy of the study, see [www.udot.utah.gov/3500south](http://www.udot.utah.gov/3500south)

**Q: What improvements will be made on 3500 South?**

A: UDOT will widen the roadway to three travel lanes in each direction, replace the asphalt with a new more durable concrete surface and install new curb, gutter and sidewalk. Motorist and pedestrian safety and traffic mobility will be improved with these new features.

UDOT will also add a dedicated Bus-Rapid-Transit (BRT) lane for the Utah Transit Authority's (UTA) new MAX line. The new lane and BRT service will provide a more efficient transit option for commuters and help alleviate traffic congestion along the corridor.

**Q: Will the project improve aesthetics along the project corridor?**

A: UDOT is partnering with West Valley City to create an attractive and inviting streetscape. Fiber optic communications and power lines will be buried and tree wells, decorative lighting and new sidewalk with areas of patterned concrete will be installed. The city will place the lighting after project completion.

**Q: Will this project minimize the need for future road work or utility projects?**

A: To minimize future work in the travel corridor, the utility lines will be replaced, a new storm drain system will be installed, water lines will be upgraded, and fiber optic cables and power lines will be buried. In addition, a new roadway sub-grade and durable concrete surface will require minimal maintenance for years to come.

**Q: Will bike lanes be built with the project?**

A: Bike lanes are not included in this project. The main purpose of the project is to provide more travel lanes and an improved transit option with minimal impact to property owners. Construction of bike lanes would have required more impact to private property along the corridor.

Also, bike routes are already available on adjacent corridors where traffic speed and density make bike travel a better, safer option.